

FISCAL NOTE FOR CAPITAL PROJECTS ONLY

Department:	Contact Person/Phone:	CBO Analyst/Phone:
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Legislation Title:

AN ORDINANCE related to the Seattle Department of Transportation; lifting a budget proviso imposed on Transportation Operating Fund, Budget Control Level: Mobility Capital, for the Pay Station Capital Improvement Project (TC366350) and amending Ordinance 124349, which adopted the 2014 Budget.

Summary and background of the Legislation:

The 2014 Adopted City Budget includes \$1.3 million in 2014 to replace the first 600 of the existing 2,200 on-street parking pay stations. The City Council placed a proviso on these funds until the Executive and City Council agree on: a) changes to on-street parking rates in 2014; and, b) the rationale for either leasing or purchasing replacement pay stations. The 2014 Budget did not include any funding to implement on-street parking rate changes, or any adjustment to revenues associated with 2014 rate changes. SDOT conducted the 2013 Annual Paid Parking Study to determine what rate changes are appropriate in 2014, and in February reviewed data results with the Parking Sounding Board (an advisory committee of neighborhood chamber and community council leaders and other interested parking stakeholders.) The Executive will present to Council a detailed response to Green Sheet #114-1-A-2 described in the proviso imposed by Ordinance 124349 regarding changes to on-street parking rates and hours of operation, as well as the rationale for the purchase or lease of pay stations. This will satisfy the terms of the budget proviso.

Project Name:	Project I.D.:	Project Location:	Start Date:	End Date:
Pay Stations	TC366350	Seattle, existing right-of-way	2014	2020

Please check any of the following that apply:

☐ **This legislation creates, funds, or anticipates a new CIP Project.**

☒ **This legislation does not have any financial implications.**

☐ **This legislation has financial implications.**

Other Implications:

- a) **Does the legislation have indirect financial implications, or long-term implications?**
The funds for the lease of these pay stations have already been authorized in the 2014 Adopted Budget and identified in SDOT's 6-Year CIP. This fiscal note supports the ordinance to lift the proviso. However, SDOT will submit supplemental request for 2014 funding to implement the performance-based parking pricing rate changes for implementation this year.

b) What is the financial cost of not implementing the legislation?

Parking pay stations are aging and increasingly off their 5-year warranties. The cost to maintain this aging asset base will continue to grow. Outdated technology also runs a higher risk of unexpected component or system failure. Outdated technology also does not allow SDOT to manage parking in a manner consistent with the provisions of SMC 11.16.121 related to adjusting parking rates to maintain one to two available spaces throughout the day. In 2013, the City received \$37 million in revenue from pay station transactions.

c) Does this legislation affect any departments besides the originating department?

No.

d) What are the possible alternatives to the legislation that could achieve the same or similar objectives? None.

e) Is a public hearing required for this legislation?

No.

f) Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

No.

g) Does this legislation affect a piece of property?

No.

h) Other Issues:

The CIP may eventually need to be adjusted to reflect updated pricing as an outcome of successful pay station vendor contract award and negotiations.

List attachments to the fiscal note below: